



Memorandum

TO: SR 101 Files

FROM: Samuel Lawton

DATE: December 27, 2001

RE: SR 101 Supplemental Preliminary Alternatives

Introduction

Following the publication and circulation of the SR 101 Draft Preliminary Alternatives Report in October 2001, meetings were held with interested parties to obtain further input into the identification of preliminary alternatives for the SR 101 Study Area. This included meetings with the SR 101 Advisory Committee and the federal and state resource agencies, and a widely publicized public information meeting in Versailles. Based on input from these meetings, additional alternatives were identified for further consideration.

These additional preliminary alternatives are described below. As indicated in the initial identification of alternatives, all build alternatives were developed with two options - a southern segment providing connection from the southern portion of the study area to U.S. 50 and a northern segment providing a connection from U.S. 50 to I-74 at the northern edge of the study area. The southern option is designated as an "A" alternative; "B" alternatives include the "A" alternative in addition to a northern connection to I-74.

It should be noted that the numbering scheme used to identify alternatives maintains compatibility with the numbering of alternatives submitted by staff of the U.S. Environmental Protection Agency, Region 5. Multiple alternatives were submitted by U.S. EPA at the time of the resource agency meeting. Based on an initial staff level screening, some were found to be similar to other alternatives or involve corridor alignments which are longer in distance than comparable alternatives. Therefore, some of these proposed alternatives were eliminated from further consideration, resulting in gaps in the numbering sequence.

Preliminary alternatives described in the Draft Preliminary Alternatives Report and this memo will be screened and ranked for compatibility with study area needs and identified performance measures. The highest ranked of these preliminary alternatives will be evaluated in greater detail to determine which, if any, alternatives are feasible to address study area needs. Selected alternatives may then proceed into environmental analysis.

Supplemental Alternatives

Alternative 9A - SR 156 to SR 129/U.S. 421 (Versailles) [fig.1]

This alternative would involve the upgrading of two existing roadways, SR 156/SR 56, and SR 129. The alternative would include improvements to a portion of SR 156, from Markland Dam west to Vevay, where it becomes SR 56, and to the intersection with SR 129. The roadway would then run north concurrent with SR 129, connecting to U.S. 421 and U.S. 50 at Versailles.

Alternative 9B - SR 156 to SR 129/U.S. 421/SR 229 (Batesville)/I-74 [fig. 1]

In addition to the roadway upgrades proposed in Alternative 9A, Alternative 9B includes upgrading of existing roadways and roadway construction between Versailles at U.S. 50/U.S. 421 and Batesville. The proposed corridor would run concurrent with a portion of U.S. 421, from Versailles to SR 350 at Osgood. A new roadway segment would be constructed between Osgood at the intersection of U.S. 421 and SR 350 and the SR 229/SR 48 junction. The roadway will then run concurrent with SR 229, providing a direct connection to I-74 via the existing interchange at Batesville (Exit 149).

Alternative 11A - Roadway to SR 250/SR 56 (to Aurora) [fig. 2]

This alternative would involve the construction of a roadway between Markland Dam at SR 156 and East Enterprise at the SR 56/SR 250 junction. The roadway will continue north, roughly concurrent with existing SR 56 to U.S. 50 at Aurora, via a short segment of SR 350.

Alternative 11B - Roadway to SR 250/SR 56/SR 148/SR 1 (St. Leon)/I-74 [fig. 2]

In addition to the roadway construction proposed in Alternative 11A, Alternative 11B includes the upgrade of SR 148 to Kirschs Corner, where SR 148 intersects with SR 48. A new roadway would be constructed from Kirschs Corner to SR 1 in the vicinity of Guilford, and then the roadway will run concurrent with SR 1 to I-74 (Exit 164) at St. Leon.

Alternative 16A - SR 129 Connector [fig. 3]

This alternative would involve the construction of a connector between SR 129 in the vicinity of Olean and the intersection of SR 129 and U.S. 50 east of Versailles, providing greater continuity for SR 129. Also included would be an upgrade of SR 129 between Vevay and Olean.

Alternative 16B - SR 129 Connector/I-74 [fig. 3]

In addition to the roadway construction proposed in Alternative 16A, Alternative 16B includes the upgrade of SR 129 north of U.S. 50 to SR 46 at Batesville. At present, traffic from SR 129 to I-74 must take SR 46 into Batesville, and then SR 229 north in order to access I-74. Alternative 1B could include improved access to I-74 from SR 129 by either enhancing the existing access via SR 229, or by extending SR 129 to I-74, potentially requiring the construction of a new or modified interchange.

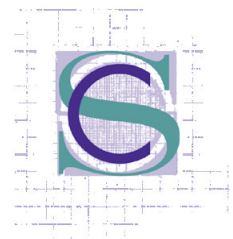


Figure 1.0 Alternative 9A/B
SR 156 to SR 129/U.S. 421

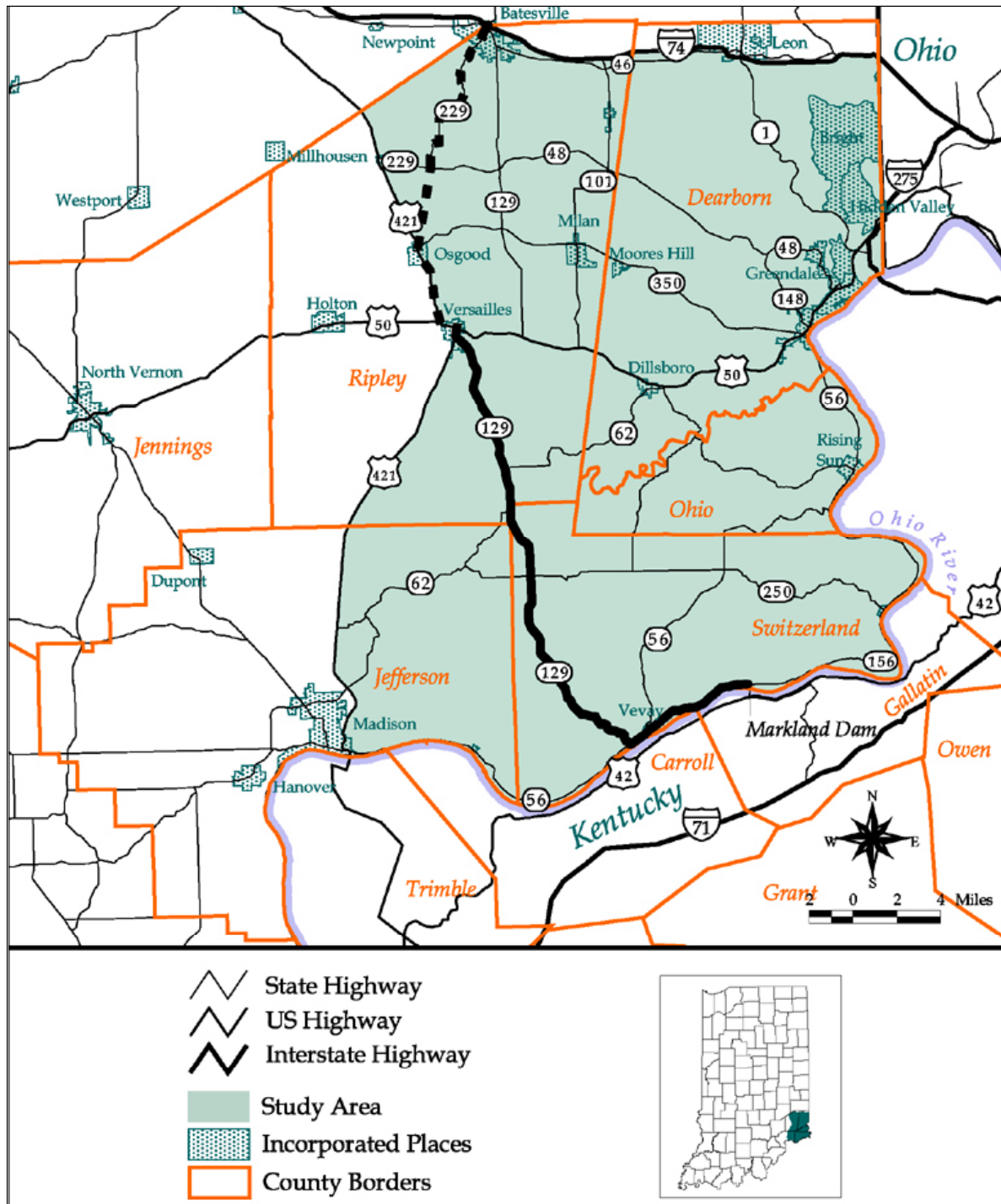


Figure 2.0 Alternative 11A/B
Roadway to SR 250/SR 56/(SR 148/SR 1)

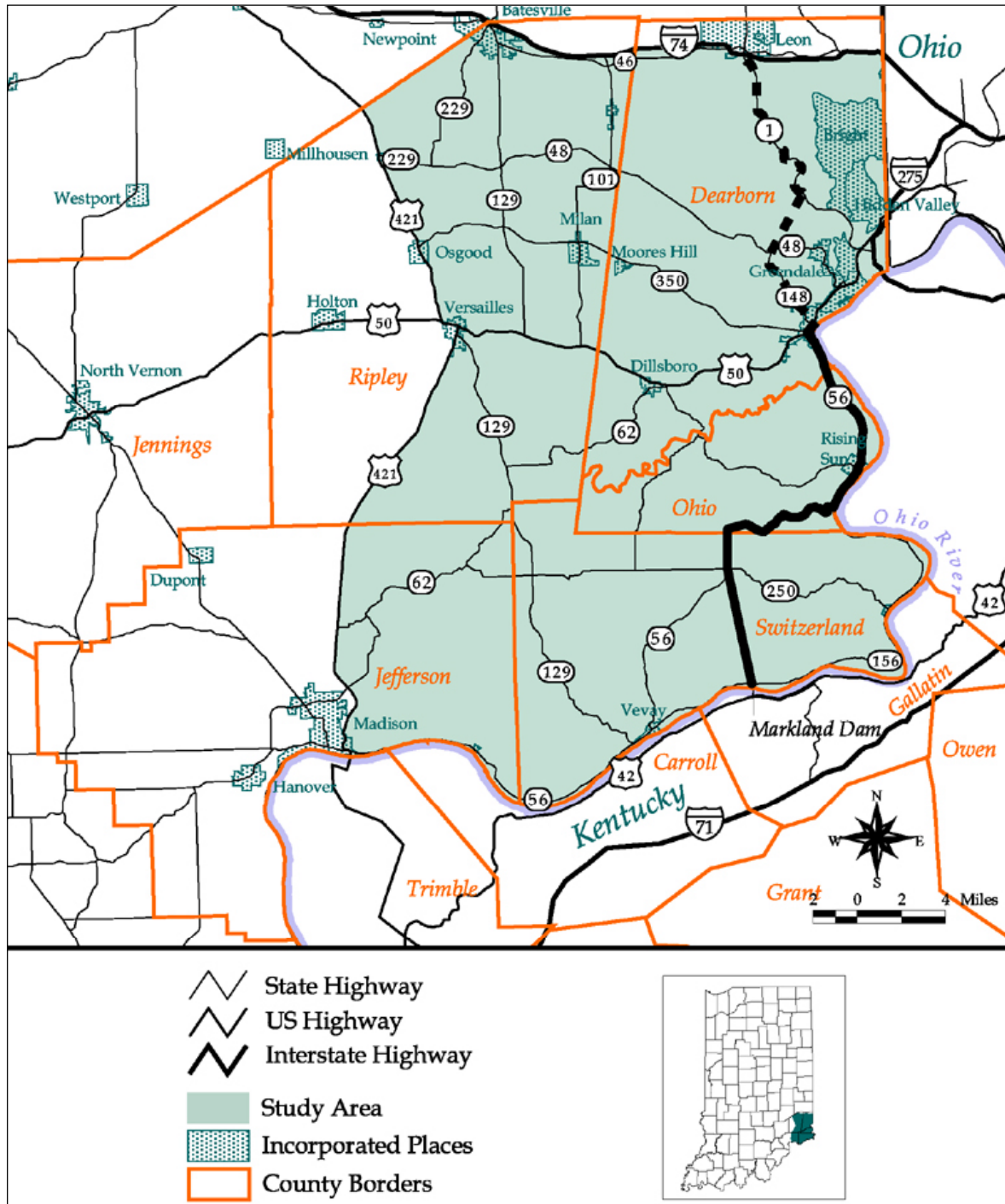


Figure 3.0 **Alternative 16A/B**
SR 129 Connector

